

INTELLOFAX 4

INFORMATION REPORT

COUNTRY Germany (Soviet Zone)

DATE DISTR. 5 Jan 51

SUBJECT The Berlin Freight Outer Ring

NO. OF PAGES 1

25X1

CONFIDENTIAL

PLACE
ACQUIRED

NO. OF ENCLS.
(LISTED BELOW)

DATE OF
INFO.

SUPPLEMENT TO
REPORT NO.

25X1

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT OF U.S.C. 81 AND 82, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. REPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

25X1

1. The Güteraussearring (GAR) is properly only that part of the outer rail encirclement that skirts the southern boundaries of the city. Although the ring is complete, the GAR generally means the stretch of track constructed from Bahnhof Teltow at the westerly end to Bahnhof Grünau at the easterly terminus. The line is single track and encompasses the stations Odorf, Lichtenrade, Gross Ziethen and Alt-Glienicke between its termini.
2. The GAR runs for a distance of 4 kilometers through the U.S. Sector of the city. This is a southerly projection of the municipal boundary of the district called Lichtenrade. Taking the westerly end of the GAR as zero, the stretch across the Lichtenrade tail extends from 5.2 to 9.2 km. The actual operational jurisdiction of the Bahnhof Lichtenrade extends from 3.10 km to 11.9 km along the GAR. The area of Bahnhof Lichtenrade provides two sidings 800 meters long and capable of holding a maximum length freight train. It offers the first side-tracking facility east of Teltow. Further east along the GAR, the next overtaking possibility is Gross-Ziethen which likewise affords trackage sufficient to accommodate a full length freight up to 120 axles. Gross-Ziethen, however, has only one side track, while Lichtenrade has two.
3. Maximum speed permitted over the GAR is 50 km per hour. There is no limit as to the type of engine or the cars which may traverse the GAR in respect to axle weight. The rail used between 0 km and 5.2 km is the German form 8; between 5.2 km and 20 km at the easterly terminus of Grünau is form 15 c. The rails are not spited but are screwed to the ties.
4. Since the GAR has no block signal system, the movement of trains is controlled by telephone dispatch.
5. At present the daily load over the GAR is about 50 freight trains, 6 through passenger trains, 2 shuttle trains between Lichtenrade and Grünau, and a varying number of extra trains. Included in the 6 through passenger trains are the two Soviet military service trains, D-1 and D-2, which run daily between the Soviet Sector of Berlin and Wildpark.
6. Plans have been studied to construct a by-pass around Lichtenrade through Diederdorf-Wehlow and Gross-Ziethen from Teltow but have been abandoned because of the marshy condition of the terrain which was regarded as unsuited for supporting a road bed.

CLASSIFICATION				DISTRIBUTION			
STATE	NAVY	NSRB					
ARMY	AIR	FBI					

This document is hereby regarded to CONFIDENTIAL in accordance with the letter of 16 October 1973 from the Director of Central Intelligence to the Archivist of the United States.

Approved For Release 2004/01/22 : CIA-RDP82-00457R006500690002-0

Next Review Date: 2008

VOID

25X1